

NC-4 ENDS FLIGHT AT PLYMOUTH; COVERS LAST 500 MILES IN 7 HOURS



The



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NO MORE NOTES, BIG FOUR TO GERMANY

ADVANCE OF FIFTY MILES ORDERED BY THE ALLIES IF GERMANS REFUSE TO SIGN

Paris Opinion Is That Greater Part of German Proposals Have Already Been Made in Separate Notes and Rejected.

BASLE, May 31 (United Press).—A despatch to the National Zeitung from Mayence to-day stated that in case the Germans refuse to sign the treaty the French high command has received orders to advance eighty kilometres (fifty miles) eastward from the present zone of occupation.

British troops will occupy the Ruhr district, the despatch said. Six hundred technicians and engineers already have been summoned to Cologne to prepare for such a move, it was said.

PARIS, May 31 (Associated Press).

The greater part of the objections raised in the German counter proposals have, in the opinion of French diplomatic and political circles, been set forth in separate German notes and duly answered by the Allies. Consequently, it is said, there can be no modification of the peace terms and there is no necessity for verbal discussions in which the Berlin Government desires to involve the Allied Powers.

It is understood that the Council of Four will agree in taking this view in answering the Germans.

The German peace delegation has been presenting observations having expired at 3 P. M. Thursday, no further notes will be accepted from the delegation.

It became known to-day that the German counter-proposals were accompanied by a covering letter of ten typewritten pages. The letter apparently is the work of Count von Brockdorff-Rantzau, as it is more conciliatory and adroit than the counter-proposals which were elaborated by the Berlin Government. The letter paints a most gloomy picture of the fate to which the peace terms condemn Germany. It refers to the sacred character of treaties. The letter disavows the treaty made with Russia at Brest Litovsk and concludes with the following phrase:

"We shall only undertake those obligations which we are sure of keeping, because it is the German people who in the last resort will give its assent to the treaty."

AUSTRIAN TREATY COMPLETE AND WILL BE PRESENTED MONDAY

Wilson Speaks for Small Nations, and Paderewski Objects to Some of Treaty Provisions.

PARIS, May 31.—The Austrian Treaty will be presented to the conference delegates in St. Germain at noon Monday, it was announced to-day at the conclusion of the secret plenary session of the Peace Conference. The meeting adjourned at 5:15 P. M. after a session lasting two hours and a quarter. The financial, reparations and military terms will be held in reserve.

President Wilson made a speech in which he urged the necessity of protecting minority peoples, declaring

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GERMANY WILL NOT SIGN, FOREIGN OFFICE REPEATS

Reiterates the Formal Statement Given Out in Berlin on May 20.

BERLIN, May 31 (Associated Press).—The German Foreign Office has reiterated categorically and emphatically a statement made on behalf of the Cabinet on May 20 that "Germany declines to sign the terms laid before it."

The statement, which was given originally, has been circulated throughout Germany by the official Wolff Bureau with credit to the Associated Press. It has been noted that the preamble to the German counter-proposals contained many phrases similar to those of the statement of May 20.

TWO AUTO DRIVERS KILLED IN INDIANAPOLIS RACE

Thurman's Car Overturns and Louis Le Cocq Burned to Death in Great Clash.

INDIANAPOLIS, May 31.—Rounding the north turn on the forty-fourth lap of the 500-mile auto classic here to-day, the machine driven by Arthur Thurman overturned in the presence of nearly 100,000 motor fans. It was reported from the judges' stand that Thurman was killed and his mechanic seriously injured. It was the first accident in several years to mar the running of the country's premier auto contest.

Louis Le Cocq was burned to death, his mechanic seriously injured when their machine caught fire after the 200th mile.

At the 150th mile Gaston Chevrolet shot to the front and took the lead from Ralph De Palma, whose giant Packard had been setting pace since the start of the long grind. At this point the order of the first cars was: Gaston Chevrolet, De Palma, Wilcox, Cooper, Louis Chevrolet and René Thomas. Time, 1:38:55.15.

No Casualties in U. S. Regulating Station Fire.

PARIS, May 31.—A delayed despatch received from Coblenz to-day reported that the fire in the regulating station near Metternich, in the American zone of occupation Wednesday was believed to be incendiary. There were no casualties.

TAKE BELL-ANS BEFORE MEATS

SMILING ELSIE JANIS, HOME FROM WAR ZONE, LOVES ALL A. E. F. BOYS



ELsie JANIS BACK AFTER TWO YEARS WITH DOUGHBOYS

Actress Gave 610 Concerts for Soldiers Near Firing Lines.

Elsie Janis returned from one year and three months of making the A. E. F. forget to be homesick, on the Rotterdam of the Holland-American line to-day. Miss Janis went abroad of her own motion, paying her own expenses and amused and cheered up more Americans than any other man or woman who entertained the army. She had the only "white pass" issued by the British forces for an entertainer to go to the front line and she used it, just as Gen. Pershing, who obtained it for her, knew that she would.

On her departure from France Miss Janis told The World she was going to announce her engagement when she landed in Hoboken. She did. "I'm engaged to the whole A. E. F.," she said. "It is just simply impossible for me to pick out any particular one of those thousands of wonderful boys. Some people talk of my having 'sacrificed' a lot of money by giving up my engagements here to go to Europe. I would not have missed the education I have had in knowing Americans as they were in the army in France for all the money in the world. They are healthy in body, mind and heart. Nobody can know how good and fine they are who has not been with them when they were under the test as they were in the A. E. F."

With Private William Janaschek, a relative of the famous Polish tragedienne, as her accompanist, and her inseparable mother as chaperon, Miss Janis gave 610 performances, travelling up and down the battle lines, going into leave areas and to hospitals and training camps. Most of them were given with the sky for a back drop and many of them when she and her audience were drenched with the chill French drizzle.

Martin Green, Evening World war

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15 BOYS FELL JAIL GUARD AT ISLAND, FLEEING IN BOAT

Fugitives Rescued From Drowning When Clinging to Swamped Craft.

Fifteen boys escaped from their dormitory in the House of Refuge on Randall's Island early to-day after their leader, Louis D. Dominico, seventeen years old, had ambushed Night Keeper Thomas Downs and beaten him into insensibility with a hammer.

Six of the fugitives were rescued from the Bronx Kills while trying to reach shore in a rowboat. Eight others were captured in a small building in course of construction adjoining the Children's Hospital. The other was nearly smothered in the arms of a marsh when found by searchers. All were brought to the East 126th Street Station and later taken to Headquarters for the lineup. The charge of felonious assault against them may be changed to murder, as Keeper Downs may not recover.

Dominico had a hammer and chisel he had secreted under his clothes and during the night chiselled the lock of his cell.

Dominico struck Keeper Downs ten times on the head with the hammer. He then took Downs's keys and, running back into the dormitory, unlocked the cells of fourteen of his boy chums.

The boys tore up the sheets in their cells and bound Downs's hands and feet. Carrying the unconscious man to a cell they threw him in and locked the door.

A general alarm soon had the city covered. Detectives lined the Harlem and Bronx shores and harbor squad policemen in launches turned search-lights in all directions.

COMMANDER ROWBOAT. USE HANDS AS PADDLES.

On reaching the marshes of the island the boys found an abandoned rowboat. It would hold only part of them, and there were no oars. Six of them, Dominico, Jerold Pontusco, Henry Kelley, William Grogan, John Mazello and Harry Luckasick, got in and pushed off for the Bronx shore, using their hands for paddles.

The old boat leaked badly and its gunwales were soon awash. Some remained in it and others jumped overboard and clung to the side. Boat and boys were about to sink when police launch No. 5 came up. Dominico had gone under for the last time and had been pulled back by the hair by one of the others. Henry Kelley also was too weak longer to hold on, and

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TAKE BELL-ANS BEFORE MEATS

and how fine good digestion makes you feel.

—Advt.

CLOSING TIME
7.30 P. M. Sharp
on Saturdays for
SUNDAY WORLD
WANT ADS.

Want Advertisements for The Sunday World must be in the World's Main Office on or before 7.30 Saturday evening.

Positively no Advertisements will be accepted after this time.

Send your Sunday World Want Advertisement in to-day to make sure of its publication.

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LOG OF THE NC-4'S FLIGHT FROM ROCKAWAY TO PLYMOUTH

Actual Flying Time Is Fifty-Four Hours and Ten Minutes—3,900 Miles Covered.

THE log of the NC-4's flight jumps follows:
Rockaway to Halifax, 540 miles, 7 hours, 47 minutes actual flying time.

Halifax to Trepassey, 460 miles, 8 hours and 59 minutes.
Trepassey to Horta, 1,200 miles, 15 hours and 18 minutes.
Horta to Ponta Delgada, 150 miles, 1 hour and 44 minutes.
Ponta Delgada to Lisbon, 800 miles, 9 hours and 44 minutes.
Lisbon to Ferrol, 300 miles, 3 hours and 45 minutes.
Ferrol to Plymouth, 475 miles, 6 hours and 46 minutes.

This makes the actual flying time of the NC-4 in its record-breaking journey overseas 54 hours and 10 minutes.

The NC-4 left Rockaway Beach May 8 but was forced to light near Chatham, Mass., because of engine trouble. She completed her trip to Halifax May 14. The next day Commander Read reached Trepassey.

The NC-4 left Trepassey for the Azores May 16. Arriving there the same day.

On May 20 she flew from Horta to Ponta Delgada.

Seven days later Commander Read "bopped" off to Lisbon.

On May 30 the NC-4 started for Plymouth, but was forced to land on the Mondego River, 100 miles from the Tagus where the start was made. A few hours later she proceeded to Ferrol, Spain.

The trip from Ferrol to Plymouth was completed to-day.

340,000 SOLDIERS BACK THIS MONTH BEAT OUT-GO MARK

Gen. W. W. Atterbury, Arriving To-day, Tells of Setting American Transport Record.

Brig. Gen. W. W. Atterbury, Chief of Railway Transportation in the A. E. F., and 2,290 other officers and men, including the 310th Sanitary Train and a number of casual companies, arrived in Hoboken to-day on the steamship Rotterdam from Rotterdam, Brest and Plymouth, leaving Brest May 20.

Gen. Atterbury, who is a Vice President of the Pennsylvania Railroad System, had charge of building up all the transportation and terminal facilities of the American Army in France. His success was recognized by the Distinguished Service Medal from his own army, the decoration of Companion of the Bath from the British and the Legion of Honor from the French.

At the gunplank of the Rotterdam he was met by an officer with his certificate of discharge from the army, which he had requested so he could immediately set about recuperating from his heavy task.

Gen. Atterbury announced that the record of the transportation of troops overseas had been broken by the operations of the American Army Transport Service for the month of May, when 340,000 men had been brought home. The largest number carried across the Atlantic heretofore was in September of last year, when 312,000 men were taken to France.

"When the American Army arrived in France," said Gen. Atterbury, "its problem was to get the utmost out of such railroad facilities as were not absolutely essential to the supply and movement of the French and British. The situation of the French railways was bad as to their personnel. They had been working almost non-stop under abnormal pressure for four years and there were no replacements.

"It was our task to build up the railways to take the added load our presence imposed upon them and to supply re-inforcements to the men operating them. The first step was to obtain a corps of repair men to put in

(Continued on Second Page.)

READ MAKES DASHING FINISH IN LAST 'HOP' TO ENGLAND; SPEED, 72 MILES AN HOUR

Big Ovation to Crew on Landing at Plymouth at 9.26. New York Time—Daniels Sends Congratulations to Commander.

TIME TABLE OF NC-4 FLIGHT.

	New York Time
Left Ferrol, Spain	2.27 A. M.
Passed Destroyer Barney	3.43 A. M.
Passed Destroyer Hazelwood	5.03 A. M.
Passed Destroyer Elliot	6.05 A. M.
Passed Brest	7.00 A. M.
Arrived Plymouth	9.26 A. M.

PLYMOUTH, England, May 31.—The American seaplane NC-4 completed her long flight from the United States to-day. She arrived here from Ferrol, Spain, on the last jump of her journey at 2.26 P. M., local time (1.26 P. M. Greenwich time, 9.26 New York time).

Keen interest in the event and the fine weather which succeeded a rainy morning brought out large crowds to greet the arriving Americans, the great wings of whose plane were seen off the harbor at 2.23 o'clock.

The NC-4 made a dashing finish, swept quickly landward, and three minutes later had settled down on the waters of the harbor, to the accompaniment of cheers from the crowds and salvos from all the steam craft within sight—her memorable transatlantic trip ended.

The NC-4 left Ferrol at 6.27 o'clock, Greenwich time, 2.27 New York time, and made the distance of approximately 500 miles to this port in six hours fifty-nine minutes, or at the rate of nearly 72 miles an hour.

[New York time is five hours earlier than English summer time and four hours earlier than Greenwich mean time which is in use in Spain.]

The seaplane's progress was reported several times in her flight across the mouth of the Bay of Biscay, first by the second station ship, the destroyer Barney, which she passed at 7.43 o'clock, and next by Station No. 4, the destroyer Hazelwood, at 9.03.

The NC-4 was then half way across the Bay of Biscay, and by noon she had completed this section of her voyage, passing between Brest and the Island of Ouessant between 12 and 12.30 o'clock.

PLYMOUTH HEARS NC-4 MAY FLY HOME OVER THE ROUTE FROM IRELAND

U. S. Naval Officers Say Plane Is in Better Condition Than When She Began Journey.

PLYMOUTH, May 31. It has been learned here unofficially that the American seaplane NC-4 may fly home over the direct Atlantic route from Ireland to Newfoundland. It is understood a conference will be held here shortly to discuss the project.

American naval officers say the NC-4 is in better condition than when she began her flight. Furthermore, the experience gained by all of the NC-4's navigators and pilots would prove of inestimable benefit should the return flight be attempted.

Child Killed in 4-Story Fall.
Consuela Votelli, four years old, No. 200 East 194th Street, fell from the fire escape of the fourth floor of an apartment house at No. 164 East 194th Street to-day and was killed.

Lieut. Commander Read, who brought the seaplane across the Atlantic from Trepassey to the Azores and thence to Lisbon, had intended making the trip from Lisbon to Plymouth in one jump yesterday. He was compelled to alight yesterday morning in the Mondego River, about 100 miles up the Portuguese Coast, because of engine trouble, but proceeded shortly as far as Ferrol, on the northwestern tip of the Spanish mainland, where the plane was moored for the night, proceeding early this morning for this port.

The altered programme for the greeting to the commander and crew of the NC-4 included a reception immediately after their arrival on board the cruiser Rochester. The formal reception by the Mayor of Plymouth on the Mayflower pier was set for 4 P. M., and it was planned to conclude all the reception and ceremonies to-day instead of devoting two days to them, as originally intended, the change being due to the fact that the seaplane reached here Saturday instead of Friday, the day first set.

To the reception on the Rochester there were invitations to British military officials, the American Consul and his wife, American naval officers, Major Waldorf Astor and Mrs. Astor, the invitations being extended to